

SHIP SUBSIDY BILL
WILL BE PUSHED
The President Will Strongly Urge Its Passage.
FAVORABLE REPORT CERTAIN
Measure in Charge of House Merchant Marine Committee.
ALREADY PASSED BY SENATE
Designed to Encourage Lines to South America, the Pacific Isles and the Orient.

BY WILLIAM E. CURTIS.
Written for The Star and the Chicago Record.

In his recent speech at Kansas City Secretary Root announced the policy of the administration for the coming winter. The steamship subsidy bill is to be the feature of the winter's legislation so far as the President is concerned. He will bear down on that with all his weight in his message, warning members of the cabinet and support him with facts and arguments in detail. The Secretary of State makes no report, but he has already declared himself and has presented the most powerful argument in behalf of steamship communication to the other American continent that has been delivered for many a day. The Secretary of Commerce and Labor will present the case from a commercial standpoint; the postmaster general will devote considerable space to the mail service, while the Secretary of the Navy will come out strong for the naval reserve portion of the bill, which, by the way, fills eight out of the fourteen pages of that measure.

This is a very important measure from a military standpoint. We have no merchant marine, and we have no navy. The crews of nearly all our ships are foreigners and many of the officers are naturalized citizens, aliens who have taken out papers in order to comply with the law which requires the officers of American ships to be American citizens. In case of a war there would be no reserve to draw from except the militia in two or three states, which is limited. The crews of our merchant ships would be practically of no use, and the ships are not citizens of the United States.

The personal influence of the President will be exerted in favor of the subsidy bill with as much determination as was shown in support of the railway rate bill at the last session, and when he makes up his mind that Congress ought to do something, it generally does it. This will be Gen. Grosvenor's "last stand." That grizzled veteran retires on the 14th of February, the 4th of March next, much to his own regret, as well as that of multitudes of friends, and he is anxious to score a triumph at the end and go out with his colors flying. He is chairman of the merchant marine committee, and, as such, will have charge of the bill. Hence his personal influence will make a special effort to gratify him.

Why the Bill Was Held Up.

Senate bill 329, "An act to promote the national defense, to create a naval reserve, to establish American ocean mail lines to foreign markets and to promote commerce," passed the Senate under the charge of Dr. Gallinger on the 14th of February, and was referred to the House committee on merchant marine and fisheries, which, has never reported it. The reason why it was not reported was explained toward the end of the recent session by Representative Watson of Indiana, the republican "whip," who believed, with several of his republican colleagues, that there would not be time for its consideration, and that it would be inexpedient to bring another bone of contention into the House. The railway rate bill, the packing-house regulations and other measures had created a great deal of friction among the majority, and the republican leaders advised against bringing in any more legislation, which there was a difference of opinion. It is understood that Mr. Watson and the other republicans of the committee, Mr. Hirschild of Iowa, Mr. Wilson of Illinois and Mr. Hinshaw of Nebraska, who were of the same mind at the last session, will not object to a prompt report of the bill in December and an early consideration of the bill in the House. While neither of them has announced his sentiments, it is asserted that all of them will support the bill. They are not opposed to it on principle and only objected to it at the last session as a matter of expediency.

In 1902 the Hanna subsidy bill, which also passed the Senate, was smothered in this same committee, because of the opposition of Mr. Minor of Wisconsin, Mr. Stevens of Minnesota, Mr. Jones of Washington and Mr. Fordney of Michigan, who claimed certain features of that measure. In the first place, it paid more attention to the development of ocean greyhounds than to the promotion of trade. It was designed to build up lines of fast mail steamers on the Atlantic in competition with the racers of Germany, England and France. These gentlemen and many others resented that proposition, because they did not consider it advisable for the government of the United States to spend millions of dollars to compete with the foreign steamers to Europe, which would do nothing to promote commerce, and would only gratify national pride. That feature of the Hanna bill is entirely eliminated from the pending measure, which does nothing to encourage speed in the transatlantic service, but leaves the fast passenger and mail business to the European steamship companies.

The gentlemen I have named, and many other members of the House, who voted against the Hanna bill in 1902, because it contained a clause legalizing the merger of the several steamship lines managed by Mr. U.S. Grant, of Philadelphia, and the American Mail Line, which was considered unnecessary and inexpedient, and the western republicans, because it looked like the endorsement of a trust. That also has been omitted. There

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Solid Gold Lockets,
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is nothing of the kind in the pending bill, which receives the cordial support of Mr. Minor and Mr. Fordney, who are still members of the committee. Mr. Stevens has been transferred to the committee on Indian affairs, and Mr. Jones to the river and harbor committee. This leaves the republican majority in the committee friendly to the bill, and unless some opposition has developed in the meantime, it will be unanimously reported, particularly as the President is willing to assume the responsibility. There is an impression among republican congressmen that the people will not endorse anything the President wants, on the theory that "the king can do no wrong."

Behind the Subsidy Proposition.

Until the present session there have been three distinct and conflicting interests seeking the enactment of a subsidy bill.

1. Those who are anxious to build a fast passenger and mail traffic on the Atlantic in competition with England and Germany.
2. Those who want to encourage the construction of American ships by offering a bounty on tonnage and cargoes, without regard to regularity of service.
3. Those who advocate fixed lines of communication under the Post Office Department for the transportation of mails, which they believe is the only constitutional method of assisting the steamship service.

The latter class appear to have triumphed and the pending bill provides for an ocean mail service as follows:

1. To Brazil, fourteen-knot steamers, monthly service, \$150,000; fortnightly service, \$300,000.
2. Uruguay and Argentine Republic, fourteen-knot steamers, monthly service, \$187,500; fortnightly service, \$375,000.
3. South Africa, twelve-knot steamers, monthly service, \$187,500; fortnightly service, \$375,000.
4. Gulf ports to Brazil, twelve-knot steamers, monthly service, \$137,500; fortnightly service, \$275,000.
5. Southern states to Cuba, fourteen-knot steamers, weekly service, \$75,000, or semi-weekly service, \$125,000.
6. From Gulf ports to Central America and the isthmus, twelve-knot steamers, weekly service, \$75,000.
7. From Gulf ports to Mexico, twelve-knot steamers, weekly service, \$50,000.
8. To Hawaii, Japan, China and the Philippines, sixteen-knot steamers, monthly service, \$210,000; fortnightly service, \$420,000.
9. Puget Sound to Japan, China and the Philippines, thirteen-knot steamers, monthly service, \$210,000; fortnightly service, \$420,000.
10. To Hawaii, Samoa Islands and Australasia, sixteen-knot steamers, three times a week, \$217,000, in addition to present mail service.
11. To west coast of Mexico and Central America, twelve-knot steamers, fortnightly service, \$120,000.

The Expenditure Proposed.

This schedule contemplates the immediate expenditure of \$1,700,500 for a mail service upon the lines mentioned, and an ultimate expenditure of \$2,922,000, when circumstances seem to justify more frequent sailings, but it would be impossible to start any of the proposed lines at once except on the Pacific. The ships do not exist in this country, and Congress would not permit any company to buy them abroad. One of the chief objects of the bill is to encourage the shipbuilding trade. We have the best fleet on the Pacific of any nation. In addition to the above schedules the existing contracts for the Pacific mail service, making a total of \$662,088 last year. On the Pacific the Spreckels line to Australia is paid \$2 a mile, or a total of \$250,000 last year. Steamers to Tahiti and the Samoan Islands are paid \$1 a mile, with a total of \$42,120 last year. There are two lines to Venezuela, one to Cuba, one to Mexico and one to Jamaica. Three of them are paid \$1 a mile and the other two \$2 cents a mile, the aggregate pay on the five routes being \$428,961.

Last year the ocean mail service cost us a total of \$1,431,621. This, as I have said, will be continued as at present, and as the other lines are developed, the total will undoubtedly be increased at the rate of five or six hundred thousand dollars a year until the maximum is reached.

The Postmaster General has been authorized to make ten-year contracts for the above schedules for steamships built in the United States, according to specifications,

approved by the Secretary of the Navy, so that they shall be available for service in time of war, and the bill provides minute specifications and stipulations concerning the officers and crews, with a view to building a naval reserve.

There is a very strong sentiment in the south in favor of the bill. Almost every commercial organization in that section has declared for it, and the committee, which came here last spring from the Marine

League was composed very largely of southern manufacturers. I believe the chairman was from North Carolina. There, fore one would naturally expect that it would receive the hearty support of representation will depend entirely upon the action of the democratic caucus whether it is made a political measure or not. The necessities of commerce are always subordinate to politics.

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The great remedy for Headache and Neuralgia. Does not depress the heart.

Contains No Opiates or Chloral.
Next time you have a bad headache or suffer from neuralgia get a bottle of "STOPIT." We recommend it because it is a preparation containing no harmful drugs, but it will speedily relieve you of headache, neuralgia and insomnia. 25c. AT OUR STORES.....

50c. Thermometer and Barometer free with bottle of "Stopit."

Extra Specials in Cigars.

Cigars for all at lowest prices. All tastes satisfied. No other house (no matter how large) can give lower. We defy competition.

Can You Beat This?
Buy a box of cigars from us at lower prices than any other dealer will quote. Smoke five cigars. If not satisfied, return remainder and price of full box will be refunded. No other dealer will make you such an offer.

We will sell from 10 to 12 the following 5c. brands - 10 for 25c.

Lord Dover, Votes, Lillian Russells, James G. Blaines, Hartnetts.

All these regular and well-known 5c. brands, 3 for 10c, 8 for 25c, \$1.50 for 50: Blue Birds, Bill Anthony, Spanish Club, Hoffmanettes, Hoffman House, Jrs., Vano, Owls.

Imported Cigars; Made in Cuba.

Manuel Garcia, 11c. Bock Panatelas, 11c.

Pippins, greatest union cigar in the world, 6 for 25c; \$4.00 hundred.

10c. Cigars at 5c; Box of 50, \$2.50.

Hoffman House Bouquet, Windsor House Bouquet.

10c. Cigars at 6c.

Manuels, Garcias, Prima Lucia, Regensburg, Serenitas and all the popular brands of 10c. clear Havana goods for 6c. each.

Martinez, clear Havana, \$4.50 per hundred.

7 for 25c.

La Cresco, a great cigar for the price.

PONCIOLA, greatest 5c. cigar in the world. Guaranteed better than any cigar sold elsewhere in Washington at 5c. straight; if not, will give \$100 to any charitable institution in Washington. Dealers, how about this? Tomorrow only, 7 for 25c.

Ever-Ready Safety Razors, with 12 blades. Tomorrow only. \$9c.

COD LIVER OILS.

Emulsion Cod Liver Oil with the hypophosphites. Regular price, 75c. pint. Special, 39c.

Pure Norwegian Cod Liver Oil, Devold's brand. Regular price, 50c.; special, 25c. pint. We will give \$100 to any other druggist in Washington selling a better quality of cod liver oil.

Elixir Iron, Quinine and Strychnine, greatest tonic in world, 50c. pint; regular price, \$1.00.

Imported Bay Rum, 39c. pint; 75c. quart.

BON MARCHE. BON MARCHE. BON MARCHE. BON MARCHE.

Extraordinary Special in Tourist Coats.

We have just received a new lot of the stylish large, gray check Tourist Coats, in the loose and tight-fitting styles—as good as others are showing at \$8.50. Special Sale Price, Five Dollars. \$5.00

Special Lot of New Broadcloth Suits.

Others are advertising closing-out sales, but the high-grade Broadcloth Suits we advertise today are just in, and represent the very latest styles—the season's settled styles—not those that were put on the market at the beginning of the season. Thirty dollars is a very low price. \$30

New Assortment Other High-Grade Suits in Red and Green, \$20.00, \$25.00, \$30.00.

Long Black Coats at a Price-Difference.

We are showing a very large line of the stylish, long, loose, tight and semi-tight-fitting Coats, in broadcloth, chevots and kerseys, at extremely low prices. A special lot, lined throughout with fine satin. For tomorrow's sale at Others in These Lines at \$10.00, \$15.00, \$17.50, \$20.00, Up to \$50.00. \$13.50

All Tailor-Made Girls' Suits Reduced.

We want to close out all the Girls' Suits in ages 8 to 14 years, in the stylish-checked materials; 32 Suits in all, representing wonderful bargains.

6 Suits at \$7.50, Worth \$12.00.

17 Suits at \$10.00, Worth to \$18.00.

7 Suits at \$1.350, Worth to \$20.00.

Special A special lot of Children's Coats, in plain and checked materials, ages 8 to 12 years. \$5.00

A Sample Line of Finest Furs.

We have made a very advantageous purchase of Sample Furs in the fine Mink, Blue and Black Lynx, and White Fox Muffs, Boas and Ties, including some perfectly matched sets. We bought at a very special low price, and you can buy them the same way—at about 2/3 their value.

\$15.00 to \$50.00.

Suit, Coat and Fur Department—First Floor.

Sale of Children's Sample Coats, Third Floor.

Sample Sale of Infants' Long Bedford Cord and Cashmere Coats. All made in daintiest styles and high-class workmanship—not many of a kind, but many kinds. At less than cost of materials.

84c. for Coats worth \$1.50	
\$1.34 for Coats worth \$2.00	
\$1.94 for Coats worth \$2.98	
\$2.98 for Coats worth \$4.50	
\$3.98 for Coats worth \$5.50	
\$4.98 for Coats worth \$6.50	
\$6.98 for Coats worth \$10.00	

Large assortment of Children's Coats, sizes 2 to 6 years, in all the wanted colors and styles, including materials of bearskin, Astrakhan, velour, cheviot, serge and vicuna cloths. PRICES RANGING FROM \$1.98 to \$19.98.

200 Infants' Silk Caps, Worth \$1.50, Choice, 77c.

Ladies' Full-length Crepe Kimonos, in colors. Worth \$1.98. \$1.19

Corsets of fine coutil, with hose supporters. Worth 50c. 42c.

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One day an old friend said: "Are you troubled with constipation?" I said, "Yes; have been for 20 years, and I don't ever expect to be cured." He told me to go to the drug store and get a bottle of E. Z. Tablets. After using them for three weeks I was satisfied I had at last found the right medicine—the only one for me." 100 doses 25c. At your drug-

50c. Thermometer and Barometer free with every bottle of "E. Z. Tablets."

Daily Drug Needs.

Effervescent Vichy and Kissengen, in pound bottles, 39c.

Bromide of Potash, 1/4 lb., 10c.

Cold Cream in pound jars; regular price, \$1.00. Special, 49c.

Save the baby—buy a dozen Black Nipples for 25c, or 2 for 5c.

Oil of Wintergreen; the kind they take for rheumatism. No charge for bottle. Per ounce, 10c.

Phosphate Soda pound cans; the best; regular price, 25c. Special, 15c.

Effervescent Phosphate of Soda; best; in pound bottles; regular price, \$1. Special, 39c.

Selditts Powders; fresh daily. Per box, 15c.

Belladonna Plasters, 15c. kind. Special, 4 for 25c.

5-grain Lithia Tablets, 25c; now 15c.

Pinaud's Hair Tonic; regularly 50c. Special, 35c.

Household Ammonia, 6c.

Extract Vanilla (compound), used for flavoring; 50c. pint; regular price, \$1 to \$1.50.

Harlem Oil, 3 bottles for 10c.

Sulphur Candies, each, 5c.

Insect Powder, 2c. per pound.

Powdered Borax, 20 Mule Team brand, 5c. per pound.

Malt Extract

Leibitz Malt Extract, \$1.25 per doz.

Long Island Malt, \$1.25 per doz.

Lime Water and Court Plaster Free.

Best French Rosewater, per pint, bottle included, 25c.

Licorice Powder, per pound, 25c.

Pitcher's Castoria.

The old kind, the genuine, regular 35c. Special, 17c, 3 for 50c.

Dickinson's Extract Witch Hazel, 25c. quart; regular price, 50c.

Handy Lotion for chapped hands; regular 25c; special, 10c.

German Malt, regular price, \$1.00. Special, \$1.04.

Absorbent Cotton, pound, 21c.

Pure Vaseline, pound packages, regular price, 50c. Special, 25c.

Sugar Milk, in pound packages, 30c.; now 21c.

Nursing Bottles, 3 for 10c.

Black Licorice, 2 sticks for 5c.

Absolutely Pure Carbolic Acid, 16-oz. bottles, 40c.

Epson Salts, per pound, 5c.

Blackberry Cordial, 15c.

Colgate's Violet Talcum, 15c.

Sea Salt, a 25c. bag for 11c.

Rough on Rats, 8c.; usually 15c.

25c. Colgate's Tooth Powder and 15c. cake Cashmere Bouquet Soap, 15c.

Glycerine, 25c. per pint.

Chocolate Sponge, 29c.

Sealed Pound Packages - - - 5cents

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We sell more Soda than any other store in the city.

Old Fashion Whipped Cream; regular price, 21c. 40c. Special.

Dolly Madison Chocolates and Princess Sweets, regular 60c. kind. Special tomorrow. 32c.

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